

MACHINE CHECKLIST

THIS BLOCK FOR MSHA USE ONLY

MA # _____ 30

REV. LEVEL _____

INSPECTORS NAME AND INITIALS _____

DATE _____

MAKE AND MODEL NO. _____

MACHINE TYPE _____

MACHINE SERIAL NUMBER _____

MACHINE APPROVAL NUMBER _____

“If an MSHA Part 36 approval plate has been affixed to this machine, it must meet the requirements of Part 36 Title 30 Code of Federal Regulations. It is the responsibility of the user to ensure that this machine is maintained in permissible condition in accordance with this checklist.

“ALL INSPECTIONS AND TEST SHALL BE PERFORMED IN FRESH AIR.”

PERMISSIBILITY

1. For a complete permissibility evaluation, this checklist must be used in conjunction with a power system checklist, and if so equipped, an electrical system checklist.
2. The design of the exhaust conditioner limits permissible operation to grades not exceeding 20%.
3. Due to braking capability limitation, this machine shall not be operated on grades greater than 15%.

NOTE: In no case can the machine be operated on grades greater than 15% due to braking capability limitations.

- [WEEKLY] 4. The approval plate specifies a ventilation rate of 8700 CFM for metal/non-metal, and 5,500 CFM for coal.

APPLICABLE APPROVAL
31-108-0

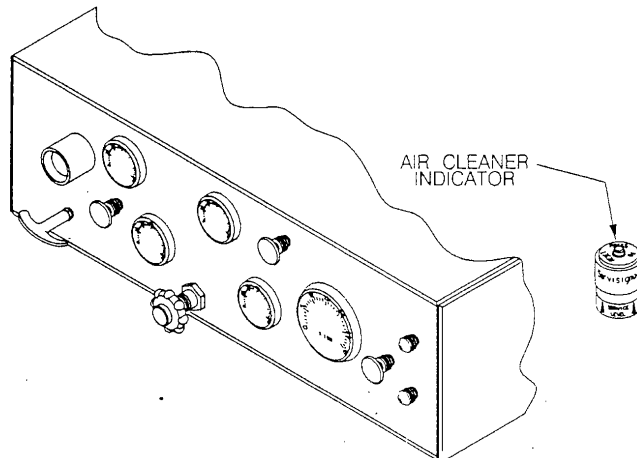
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LAST REV. 11-20-97
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DO NOT REVISE WITHOUT PERMISSION FROM **MSHA**.

J . H . F L E T C H E R & C O .

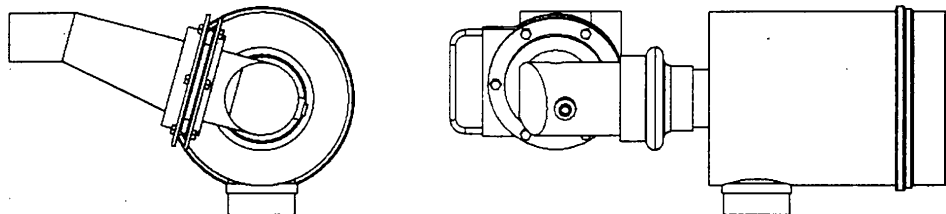
The following test and inspection procedures shall be conducted on the surface or in mine ventilation intake air only.

INTAKE SYSTEM (Engine Combustion Air)



[WEEKLY] 1. () Restriction on air cleaner is not showing RFD.

[WEEKLY] 2. () Intake piping from air cleaner to air shut-off valve has no holes and is securely fastened.

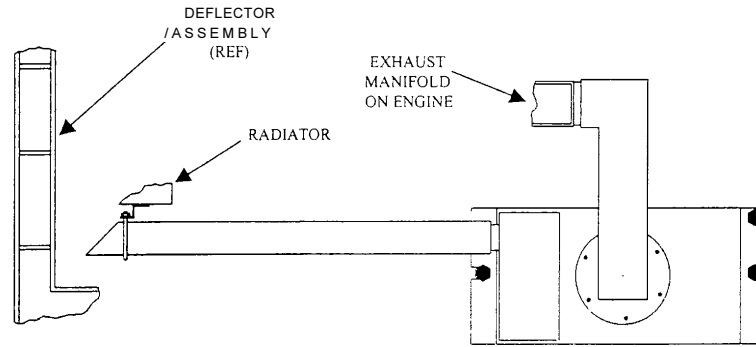


(WEEKLY) -DESIGNATES THOSE INSPECTION CHECKS THAT MUST BE
PERFORMED DURING THE WEEKLY MAINTENANCE EXAMINATION IN
ACCORDANCE WITH 30 CFR, SECTION 75.1914

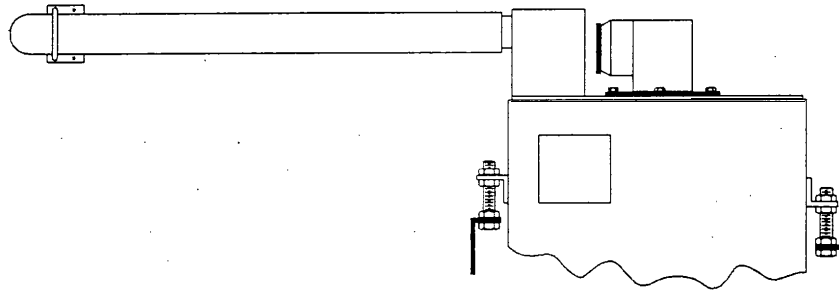
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EXHAUST SYSTEM



- [WEEKLY] 1. () Check that the exhaust is discharged in front of the engine cooling fan on the side opposite the tram area.



- [WEEKLY] 2. () Check that, the scrubber tank is in good condition with no open holes due to corrosion and all plugs are in place.
- [WEEKLY] 3. () Check that exhaust scrubber outlet piping is in place and properly secured to the exhaust diffuser.

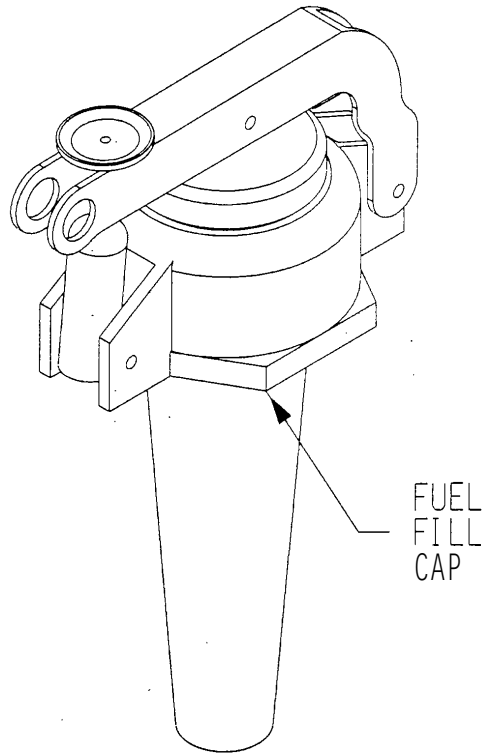
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FUEL SYSTEM

- [WEEKLY] 1. () There are no fuel leaks.
- [WEEKLY] 2. () The fuel filler cap (1)* is vented and the vent is not plugged.
- [WEEKLY] 3. () The fuel fill system is self-closing and is attached to the tank in a manner which will prevent loss during refueling.



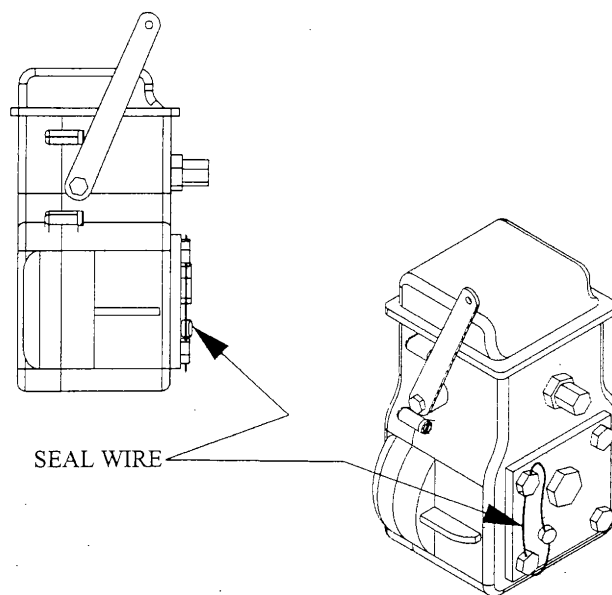
- [WEEKLY] 4. () -Auxiliary fuel tank capacity has not been added to the vehicle.
- [WEEKLY] 5. () Fuel filters (2)'' are properly installed and are not damaged.
- [WEEKLY] 6. () The fuel injectionrate adjustment mechanism (3)* and the engine governor setting are locked and sealed. An additional lockwire using two bolts has been installed. See Figure at top of next page.

* Referenced items shown on Machine Layout Diagram.

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- [WEEKLY] 7. () ‘The fuel shut-off valve (4)* in the fuel supply line is operable.
- [WEEKLY] 8. () The drain plug (5)* in the fuel tank is locked in position. (Pipe plugs are considered “locked in position” when tight.)
- [WEEKLY] 9. () Fuel lines are not routed near or connected to hot exhaust components and are protected from external damage.
- [WEEKLY] 10. () Fuel lines are adequately secured.

* Referenced items shown on Machine Layout Diagram

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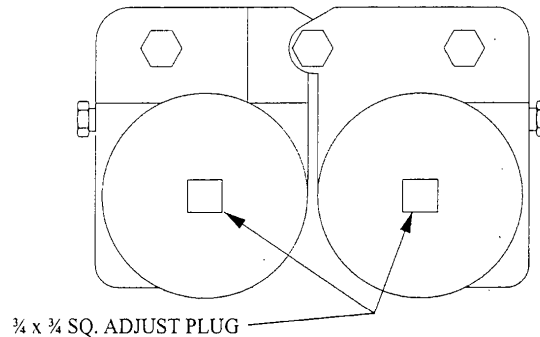
BRAKING SYSTEM

WARNING: Brake tests are to be conducted on a relatively level surface, away from traffic areas where other machines or persons may be moving about. Consider the possible consequences of testing a machine with assumed braking inadequacies, and select an area where the test machine would not cause an accident due to these inadequacies.

[WEEKLY] 1.

() Brake Test.

1. Deenergize machine and chock wheels to prevent movement.
2. Disconnect lines on brake caliper (6)* on both sides of machine and plug lines.
3. Disconnect hand pump (7)* lines provided on chassis sideplates to brake calipers.
4. Pump hand pump, until a pressure of 1200 psi is shown on pressure gauge, to release brakes.
5. Check the wear of the upper pads by attempting to insert a .100" feeler gauge between the pad and disc simultaneously on each side of the disc. Total clearance is not to exceed .200". Then check pressure gauge on hand pump to insure that pressure has not bled off. (NOTE: PRESSURE OF 1200 PSI MUST BE MAINTAINED FOR ACCURATE READING OF BRAKE PAD WEAR.) If feeler gauge fits then adjustment is needed. Repeat for lower pad and repeat for both calipers on other side of machine. If adjustment is not needed, bleed pressure from brakes using the bleed on hand pump. **WARNING: PRESSURE MUST BE BLED FROM BRAKES BY USING BLEED ON HAND PUMP BEFORE DISCONNECTING HAND PUMP LINES TO PREVENT OIL SPRAYING ON MAINTENANCE PERSONNEL**
Now remove plugs and replace hoses.
6. Check that the brake pads are in good condition (there are no voids or pieces broken out etc.)
7. Adjustment: If adjustment is needed turn adjustment plug on each side of caliper until a gap of .02.5" - .030" is attained between pad and disc.



8. () Brakes adjusted properly.

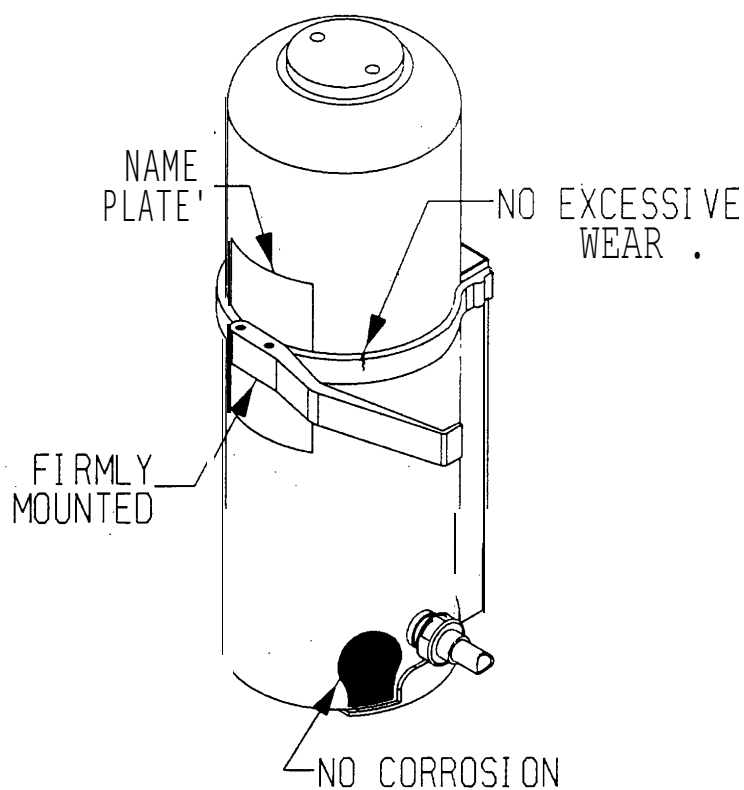
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D. MISCELLANEOUS:

- WEEKLY 1. () The machine is equipped with at least one 5 lb. dry chemical fire extinguisher (8)*. All fire extinguishers are fully charged.
2. () Fire suppression system (9)* is charged and in good condition. The fire suppression system is operable as determined by the following checks:
- a. () Note general appearance of system components for mechanical damage or corrosion.
- b. () Check nameplate(s) for readability.



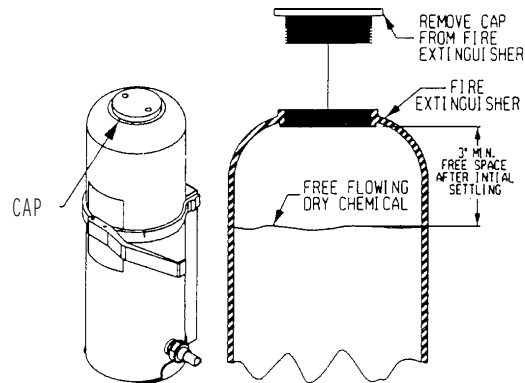
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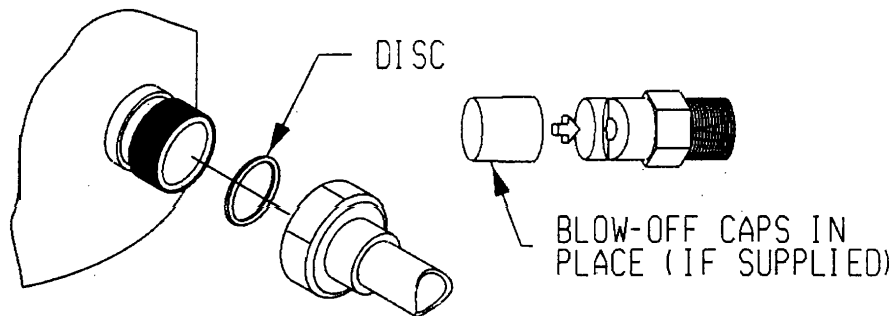
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- c. () Remove fill cap.



- d. () Make certain tank is filled with free-flowing dry chemical to a level of not more than 3 inches from the bottom of the fill opening. If dry chemical level is more than 3 inches, replace cap and heft bottle. (Note: heft means to shake the bottle up and down slightly, this according to the manufacture, will loosen settled dry chemical and make it free flowing.) Remove fill cap and measure level again.

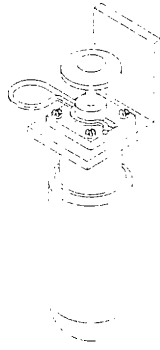
- e. () Secure fill cap, hand tighten.



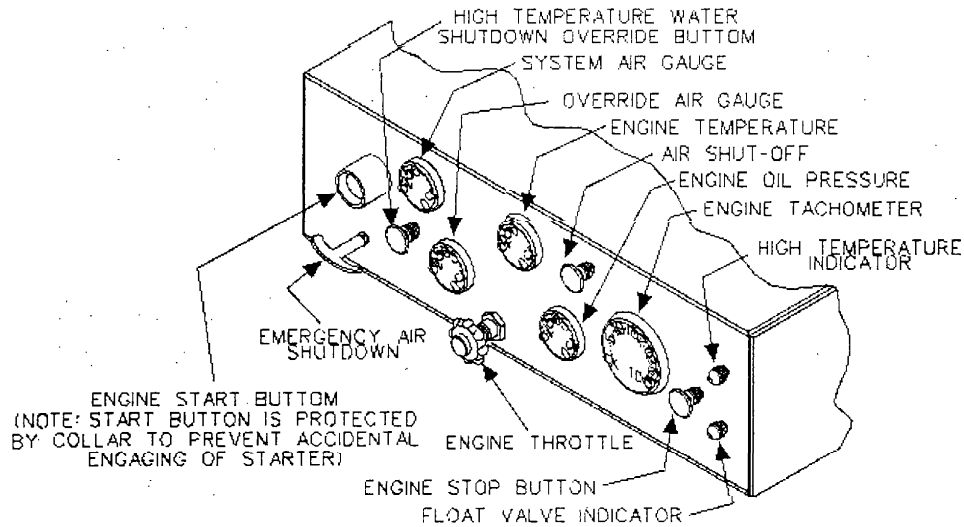
- f. () Remove expellant gas cartridge and examine disc-seal should be unruptured.
- g. () Return cartridge to pneumatic actuator/cartridge receiver, hand tighten and secure in bracket.
- h. () Check hose, fittings and nozzles for mechanical damage and cuts.
- i. () Check nozzle openings - slots on nozzle should be closed (capped) with silicone grease or cover with plastic blow-off caps.

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- j. () Remove cartridge from manual actuator(s), and examine disc-seal should be unruptured.
- k . () Return cartridge to manual actuator(s) assembly, hand tighten.
- l. () Replace any broken or missing lead and wire seals.



- 3. () The main air pressure gauge is operable.
- [WEEKLY] 4. () The machine has an MSHA Part 36 approval plate (10)* attached to it in the operator's compartment.

* Referenced items shown on Machine Layout Diagram.

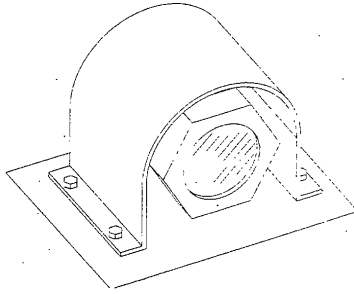
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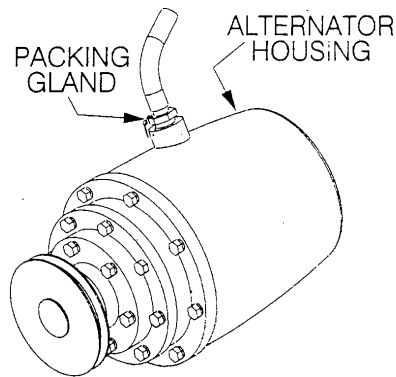
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J . H . F L E T C H E R & C O .

- [WEEKLY] 5. () The two tram levers and two position control levers return to neutral when released.
- [WEEKLY] 6. () The warning device (gong) is operable.
- [WEEKLY] 7. () Canopy control levers return to neutral when released.
- [WEEKLY] 8. () The emergency remote engine stops, located at the driller's stations and at the position control station, will shut the engine down.
- [WEEKLY] 9. () The machine has a completed MSHA part 33 dust approval plate (* 11), specifying the dust approval number, attached.
- [WEEKLY] 10. () Front and rear running lights are operable.



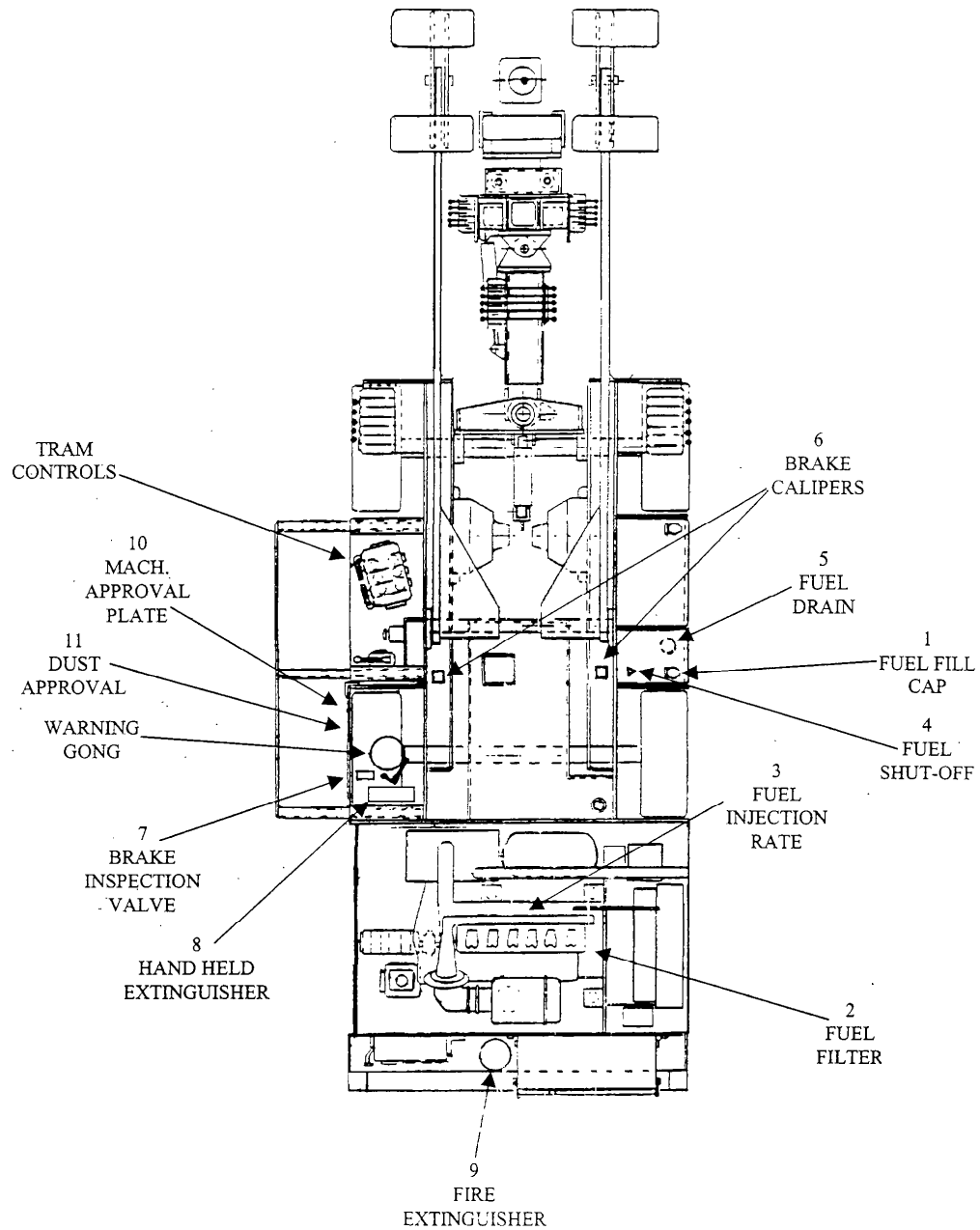
- [WEEKLY] 11. () Electrical enclosures are properly sealed and wiring hoses are in good condition.



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